

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch

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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-005865**Date Inspected:** 03-Apr-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** ZPMC and ABF**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** SAS tower**Summary of Items Observed:**

Bay #10 South and North Tower Shop

South Tower Lift #2:- Caltrans QA Inspector observed five ZPMC workers performed grinding process on the fillet weld of fig lugs. The fig lugs are located at elevation 59m to 71m interior diaphragm of south tower lift #2. The grinding process is removing the weld profiles that have been rejected by ZPMC VT inspection. Based on Caltrans observation, no discrepancies were noted.

South tower lift#1:- Caltrans QA Inspector observed five welders performed FCAW process on CJP weld for corner diagonal stiffener that connected skin plate C to D. The welding located at elevation 9m, 47.6m. The minimum preheat and maximum interpass temperature requirements for FCAW CJP weld are 110C degree and 230 C degree. The FCAW was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QAI observations, no discrepancies were noted.

North tower lift#1:- Caltrans QA Inspector observed two welders performed SMAW process on outer corner longitudinal seam weld that connected skin plate C to D and skin plate D to E. The SMAW welding is one meter length areas are located two roller installing surface. The minimum preheat and maximum interpass temperature requirements for FCAW CJP weld are 110C degree and 230 C degree. The FCAW was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QAI observations, no discrepancies were noted.

North Tower Lift #2:- Caltrans QA Inspector observed seven ZPMC welders in process SMAW tack welding on skin plate C to D and D to E of north tower lift 2. A numerous temporary tack welds have been welded attach to the skin plates after the skin plates has been secured. Based on Caltrans observation, no discrepancies were noted.

Bay #11 East and West Tower Shop

East Tower Lift #2:- Caltrans QA Inspector observed five ZPMC workers performed grinding process on the fig lug welds and diaphragm welds. The fig lug welds and diaphragm welds are located at elevation 53m to 80.75m

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interior diaphragm of east tower lift #2. The grinding process is removing the weld profiles that have been rejected by VT inspection. Base on Caltrans observation, no discrepancies were noted.

East tower lift#1:- Caltrans QA Inspector observed four welders performed FCAW process on CJP weld for corner diagonal stiffener that connected skin plate C to D. The welding located at elevation 9m, 47.6m. The minimum preheat and maximum interpass temperature requirements for FCAW CJP weld are 110C degree and 230 C degree.

The FCAW was monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QAI observations, no discrepancies were noted.

East tower lift#2:- Caltrans QA Inspector observed three welders performed SMAW process on inner corner longitudinal seam weld that connected skin plate C to D. The welding located at elevation 53m, to 59m. The minimum preheat and maximum interpass temperature requirements for SMAW longitudinal seam weld are 110C degree and 230 C degree. The SMAW tack welding was monitored and recorded by ZPMC and ABF QC inspector.

Based on Caltrans QAI observations, no discrepancies were noted.

Summary of Conversations:

As noted within the report above.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact , who represents the Office of Structural Materials for your project.

Inspected By:	Pau,Wai	Quality Assurance Inspector
Reviewed By:	Clifford,William	QA Reviewer
